

CJA

STAT

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

September 9, 1983

CIA Expansion
Fairfax County

Mr. John Fowler
Dewberry and Davis
8401 Arlington Boulevard
Fairfax, Virginia 22031

Dear Mr. Fowler:

Enclosed is a copy of the traffic data that will be used to develop the design alternatives connected with the CIA expansion. Please substitute this information for that previously furnished.

Very truly yours,

H. M. Shaver, Jr.

H. M. Shaver, Jr.
State Location and
Design Engineer

cc:

CIA-w/enclosure

OL 20670-83

File: _____

HAROLD C. KIRO, COMMISSIONER
EUGENE M. BANE, GRUNDY, BRISTOL DISTRICT
T. GEORGE VAUGHAN, JR., GALAX, SALEM DISTRICT
JAMES L. DAVIDSON, JR., LYNCHBURG, LYNCHBURG DISTRICT
WM. M. T. FORRESTER, RICHMOND, RICHMOND DISTRICT
RICHARD G. BRYDGES, VIRGINIA BEACH, SUFFOLK DISTRICT
H. R. HUMPHREYS, JR., WEEMS, FREDERICKSBURG DISTRICT
JOSEPH M. GUIFFRE, ALEXANDRIA, CULPEPER DISTRICT
ROBERT W. SMALLEY, BERRYVILLE, STAUNTON DISTRICT
T. EUGENE SMITH, MCLEAN, AT LARGE-URBAN
ROBERT A. QUICKE, BLACKSTONE, AT LARGE-RURAL



COMMONWEALTH of VIRGINIA

DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET
RICHMOND, 23219

OSCAR K. MABRY
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CHIEF ENGINEER
J. T. WARREN
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H. W. MORRALL
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JACK HODGE
ASSISTANT CHIEF ENGINEER
BALLY H. COOPER
DIRECTOR OF RAIL AND PUBLIC TRANSPORTATION
J. G. RIPLEY
DIRECTOR OF PLANNING AND PROGRAMMING

RICHARD C. LOCKWOOD
TRANSPORTATION PLANNING ENGINEER

September 7, 1983

CIA Expansion
Fairfax County

MEMORANDUM

To - Mr. H. M. Shaver, Jr.

Attached is a complete set of the projected traffic volumes to be used in the CIA Expansion Study. This traffic supercedes all data previously provided and includes additional sketches showing all CIA expansion traffic accessing the site via the G. W. Parkway as discussed at the August 25th meeting.

If you have any questions concerning this data, please call Mr. Jerry Boseman on extension 64739.

A handwritten signature in dark ink, appearing to read "R. C. Lockwood".

R. C. Lockwood
Transportation Planning Engineer

Attachment

CBV/vv

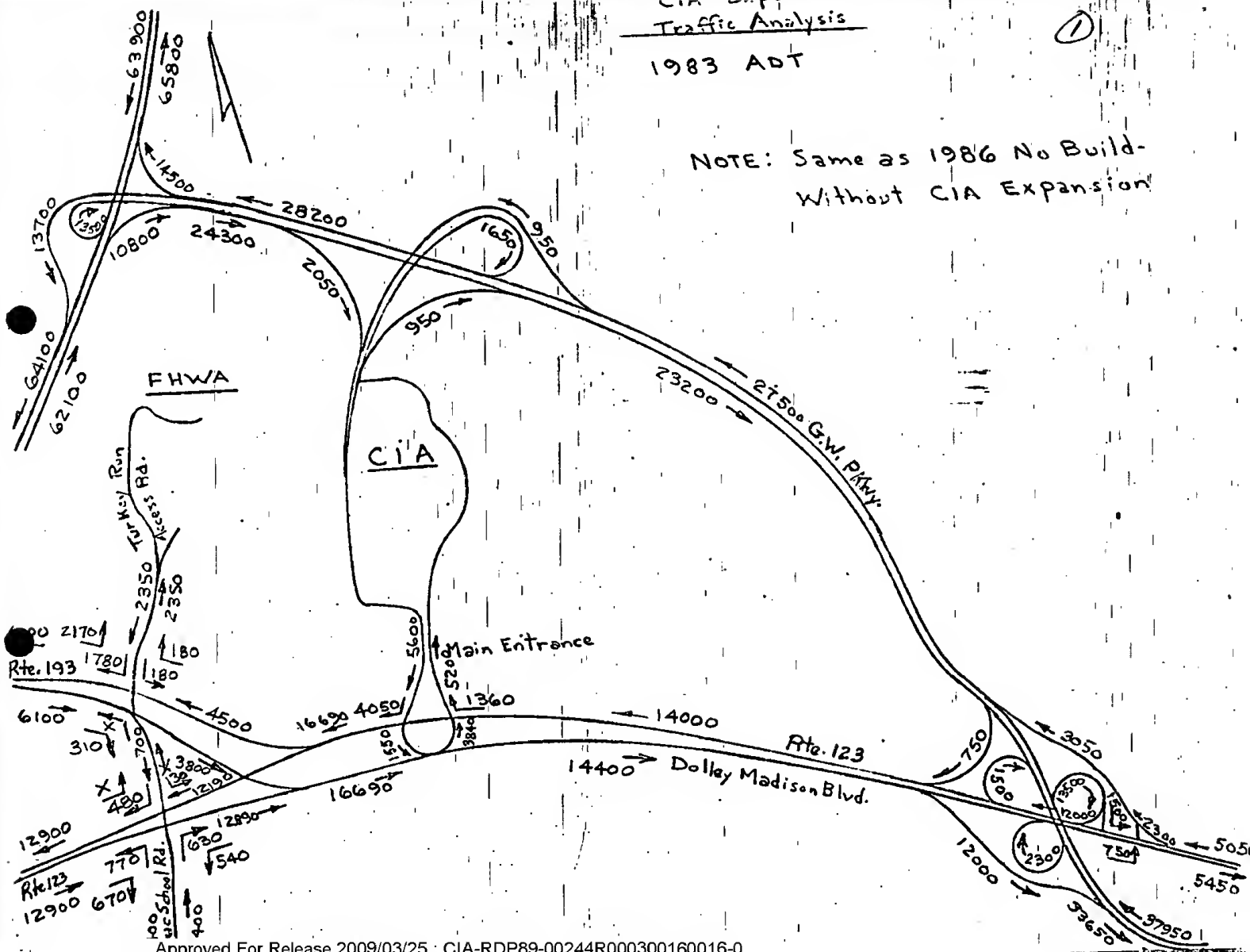
cc: Mr. D. E. Keith w/attachment
Mr. W. C. Jeffrey
Mr. R. L. Perry

CIA Expansion
Traffic Analysis

1983 ADT

①

NOTE: Same as 1986 No Build-
Without CIA Expansion

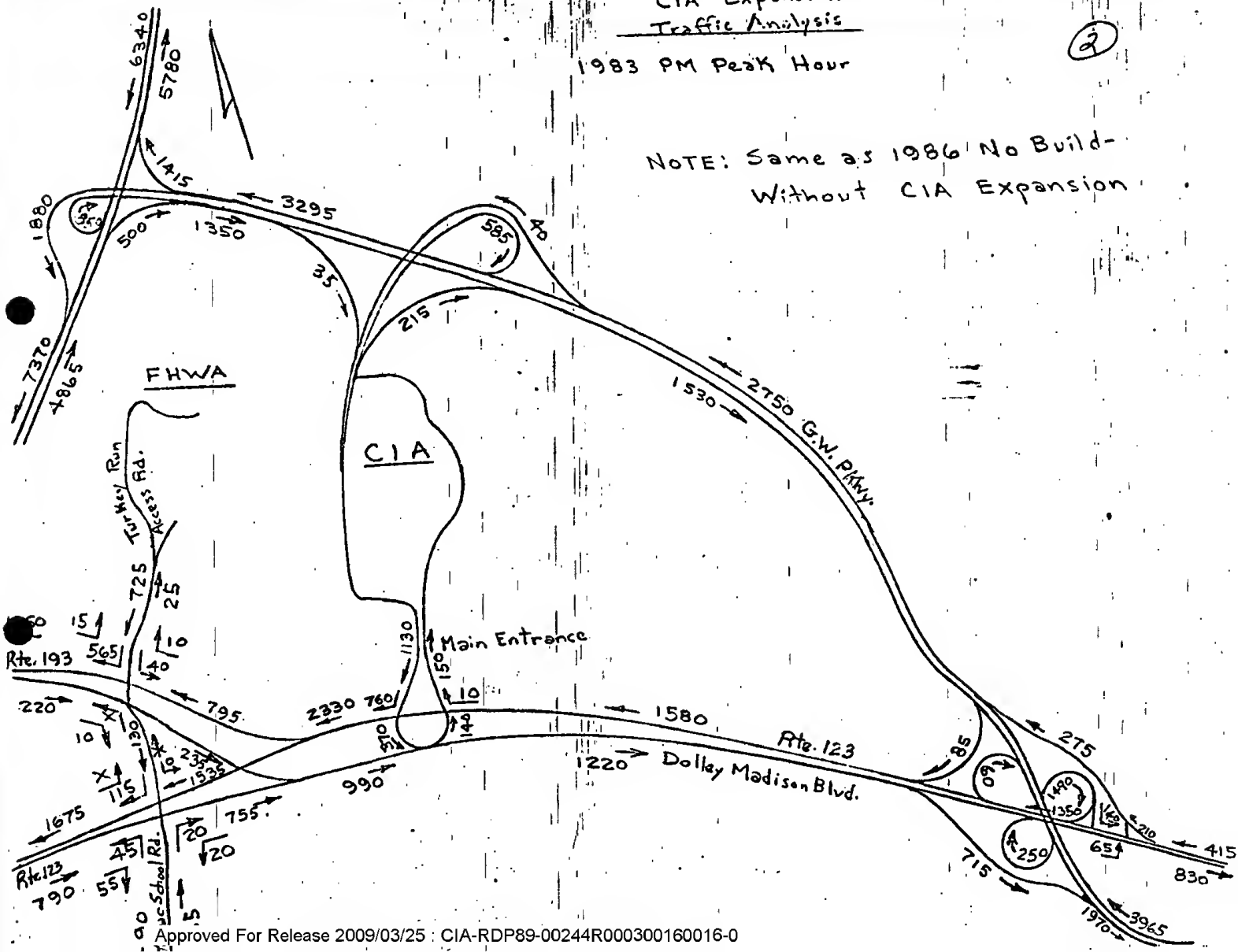


CIA Expansion
Traffic Analysis

1983 PM Peak Hour

(2)

NOTE: Same as 1986 No Build-
Without CIA Expansion



③

CIA Expansion
Traffic Analysis

1983 AM Peak Hour

NOTE: Same as 1986 No Build-
Without CIA Expansion.

FHWA

CIA

Main Entrance

G.W. Pkwy

Dolley Madison Blvd.

Rte. 123

Turn Key Run

Access Rd.

Ames School Rd.

1983 AM Peak Hour

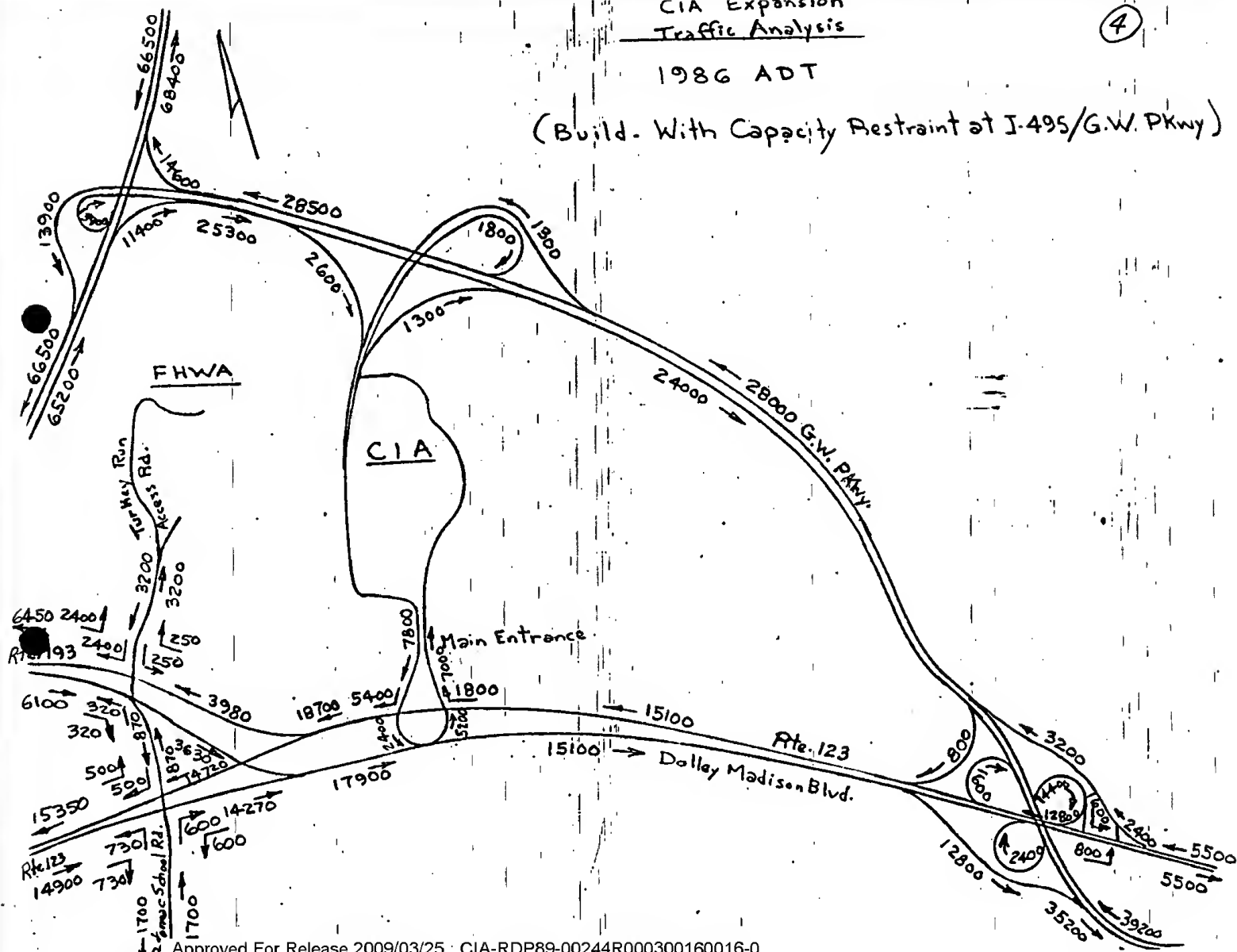
NOTE: Same as 1986 No Build-
Without CIA Expansion.

3

Approved For Release 2009/03/25 : CIA-RDP89-00244R000300160016-0

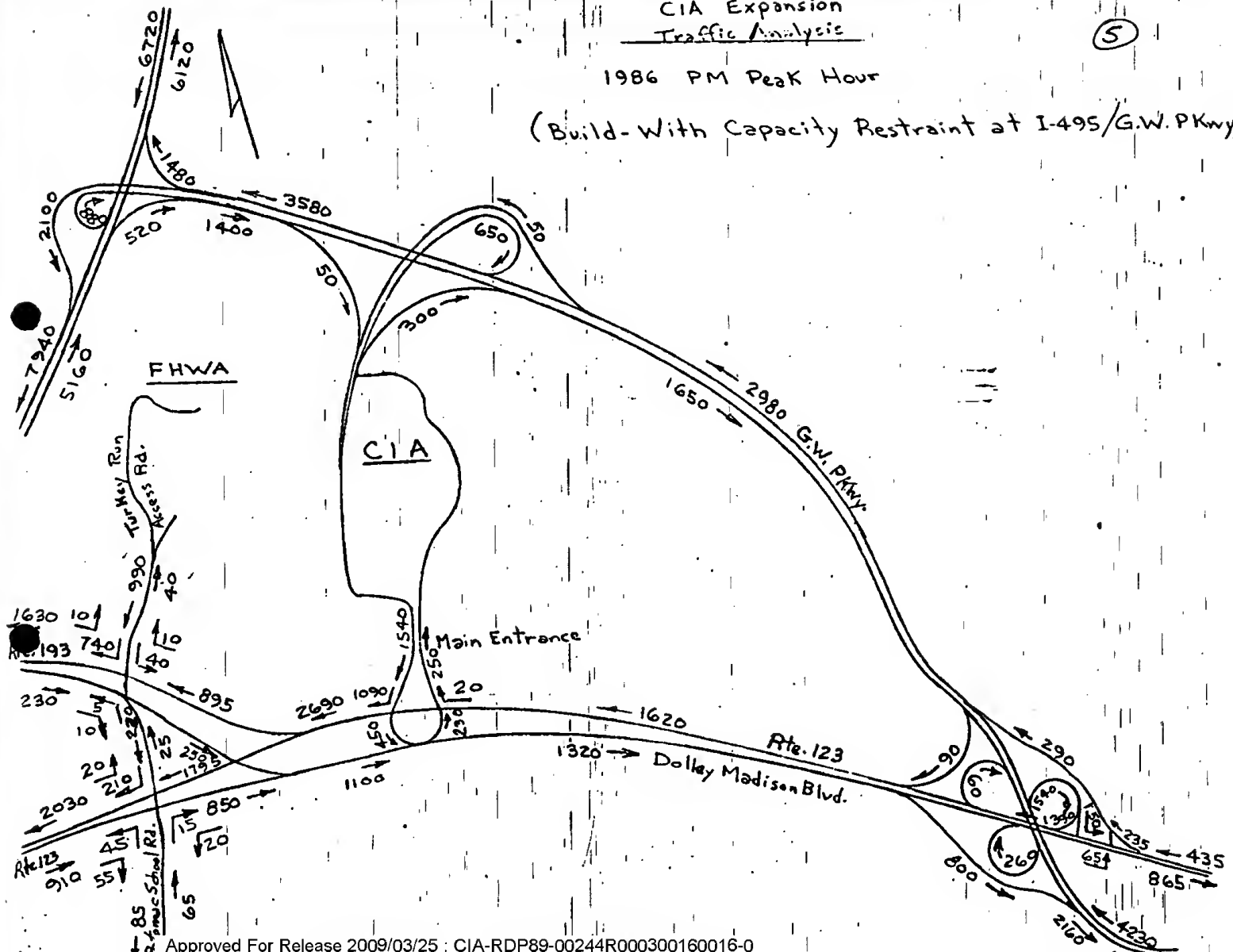
(Build. With Capacity Restraint at I-495/G.W. Pkwy)

④



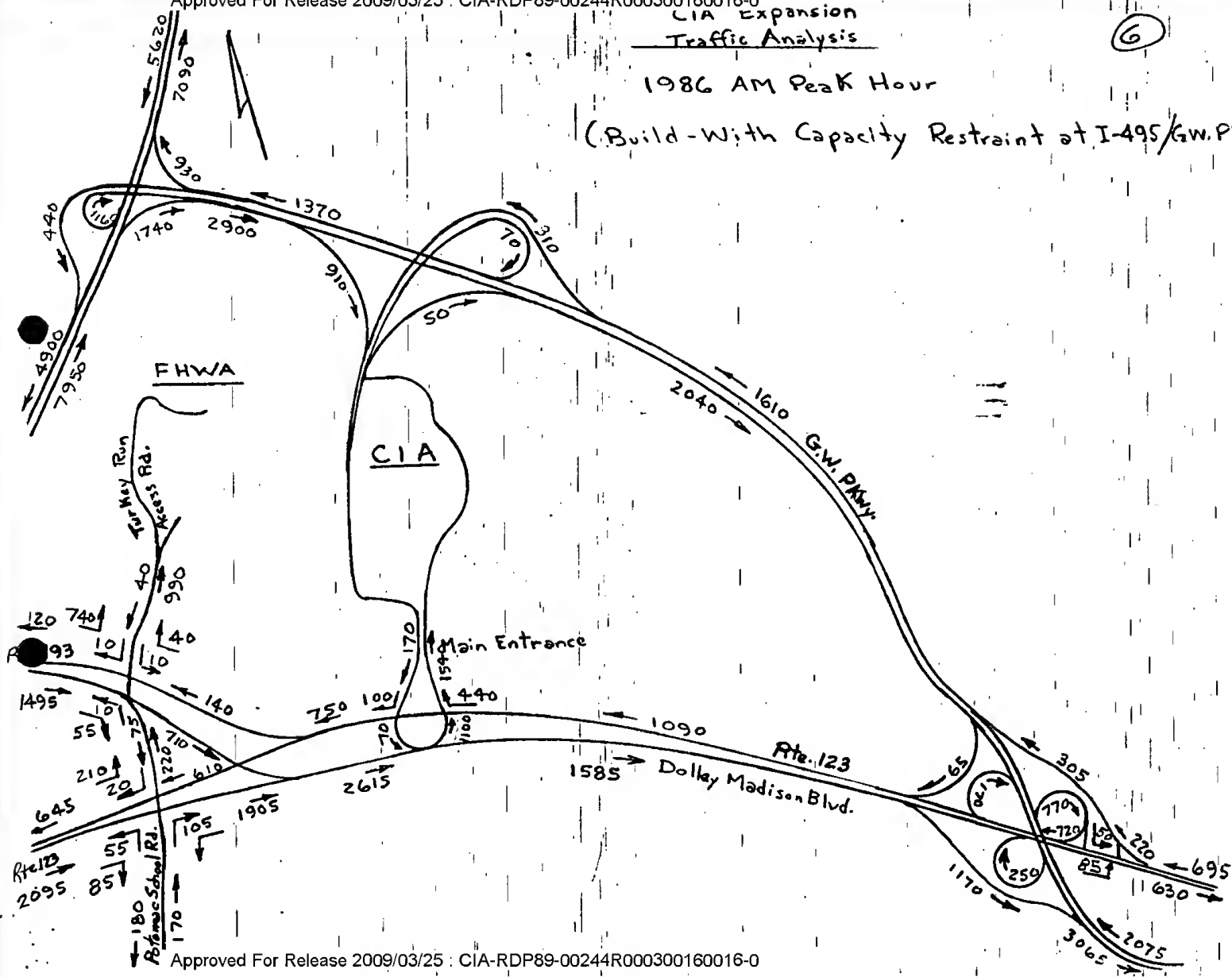
5

(Build- With Capacity Restraint at I-495/G.W.Pkwy)



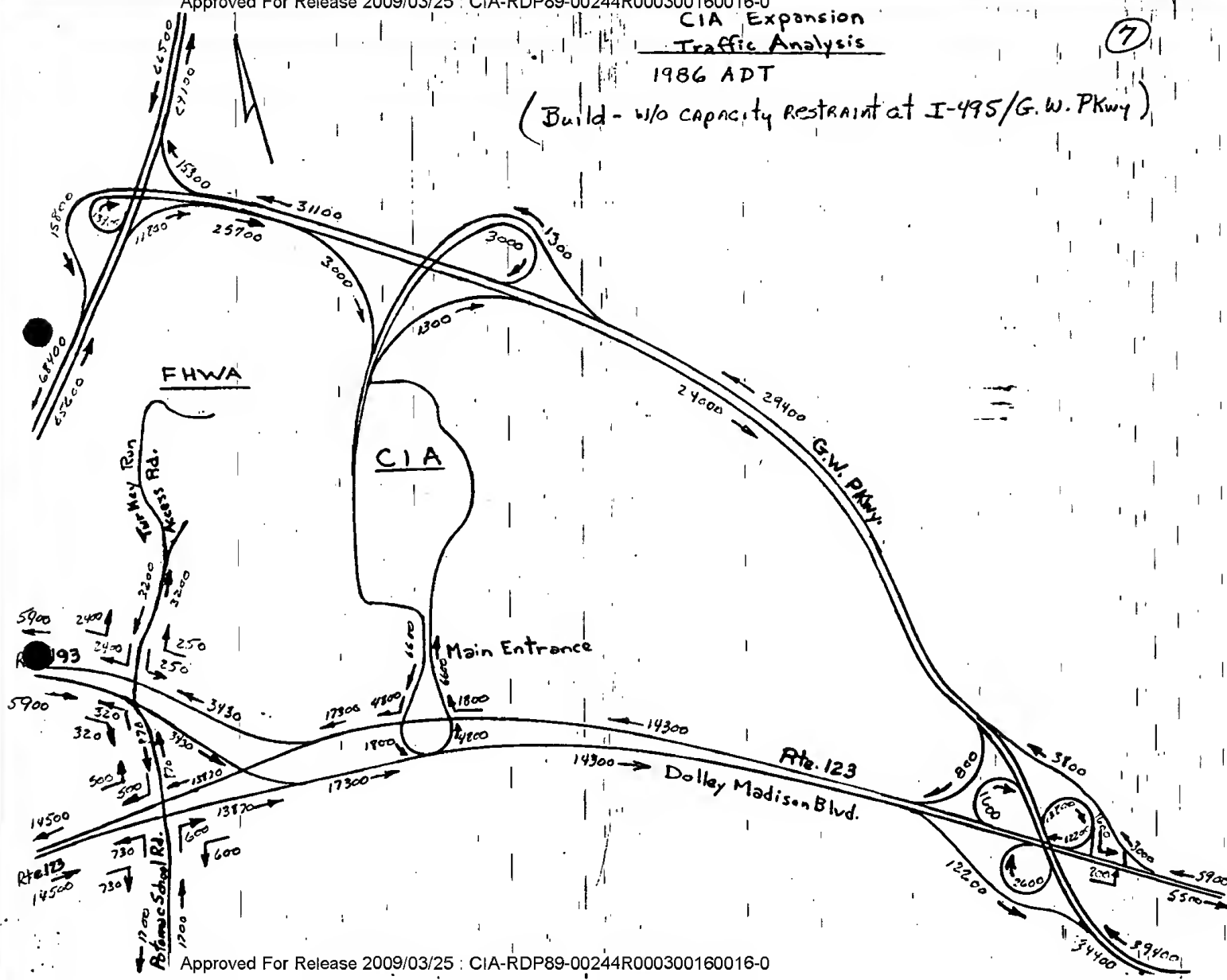
(Build-With Capacity Restraint at I-495/G.W. Pkwy)

6



(Build - w/o capacity restraint at I-495/G.W. Pkwy)

⑦



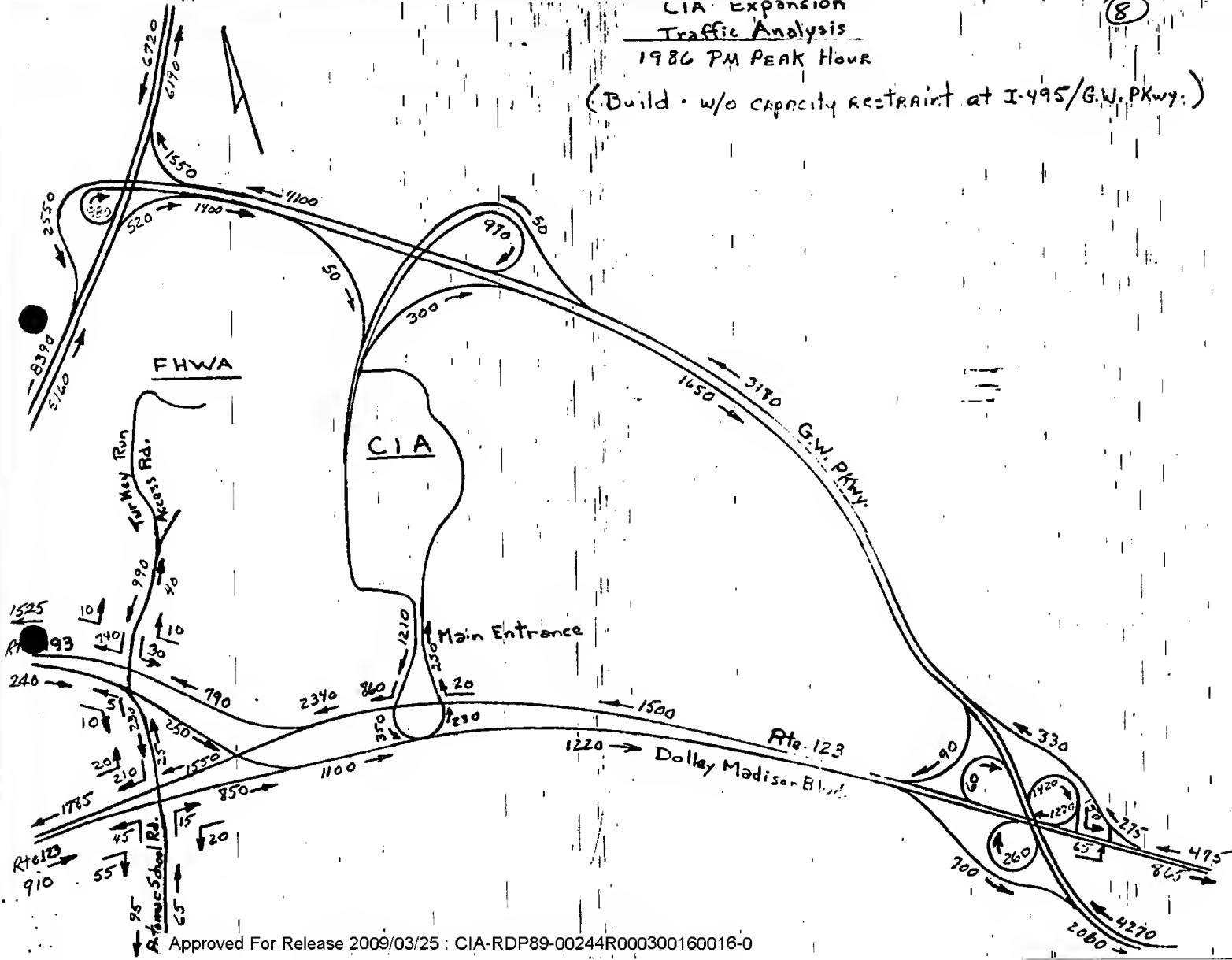
CIA Expansion

Traffic Analysis

1986 PM PEAK HOUR

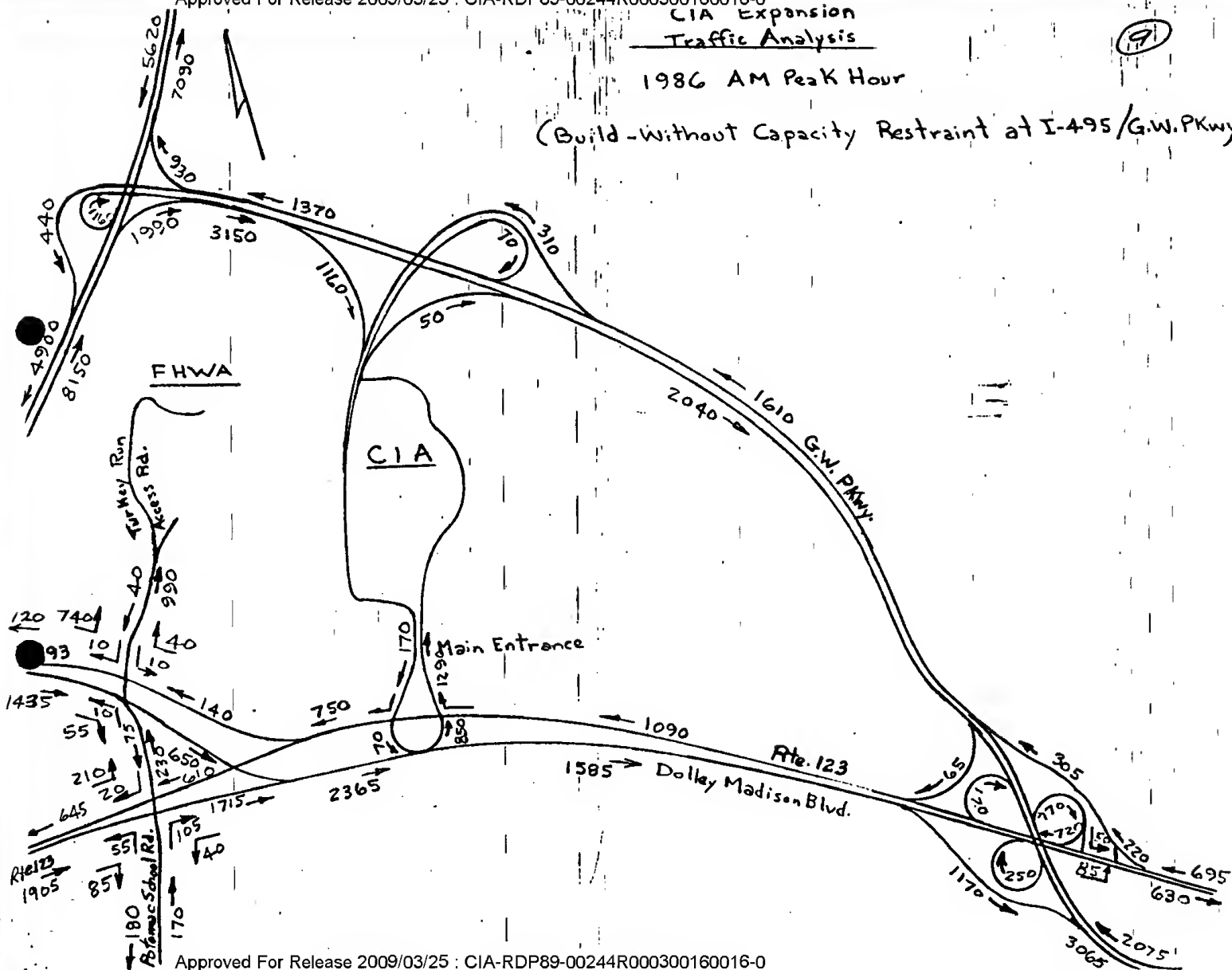
(Build - w/o capacity restraint at I-495/G.W. PKWY.)

(8)



(Build - Without Capacity Restraint at I-495/G.W.Pkwy.)

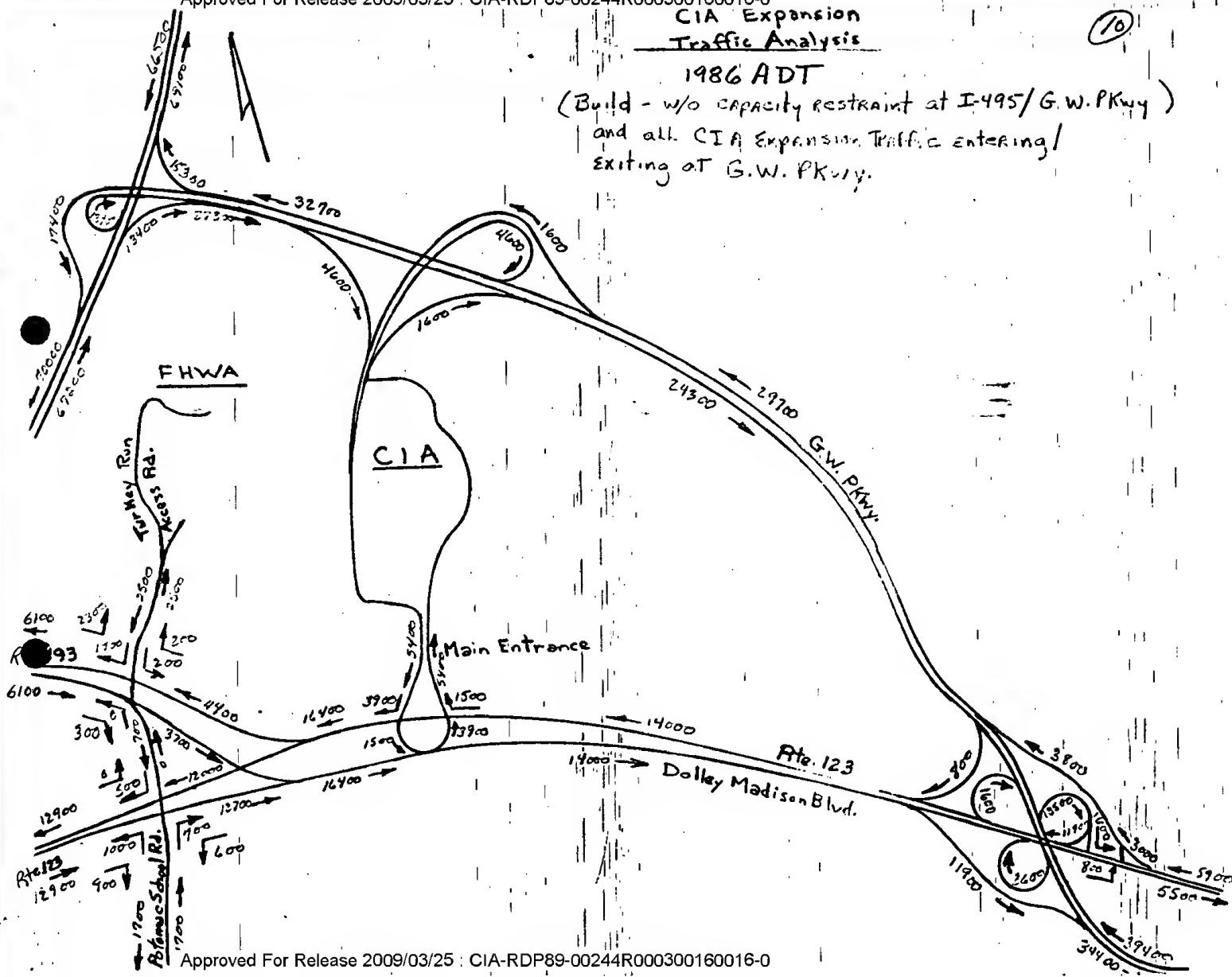
9



1986 ADT

(Build - w/o capacity restraint at I-495/G.W.Pkwy)
and all CIA Expansion Traffic entering/
exiting at G.W. Pkwy.

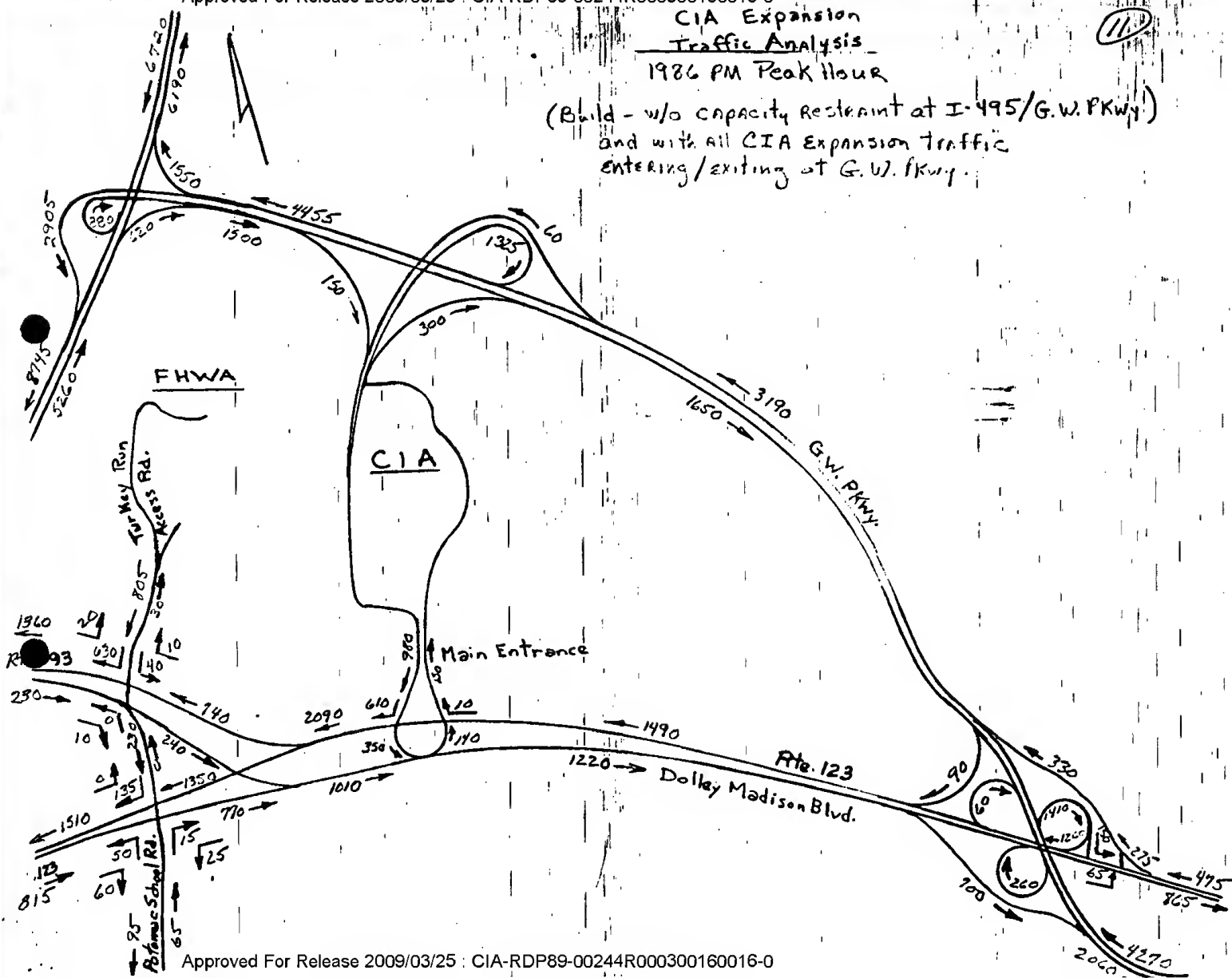
10



CIA Expansion
Traffic Analysis
1986 PM Peak Hour

(Build - w/o capacity restraint at I-495/G.W. PKWY.)
and with all CIA Expansion Traffic
entering/exiting at G.W. PKWY.

(11)

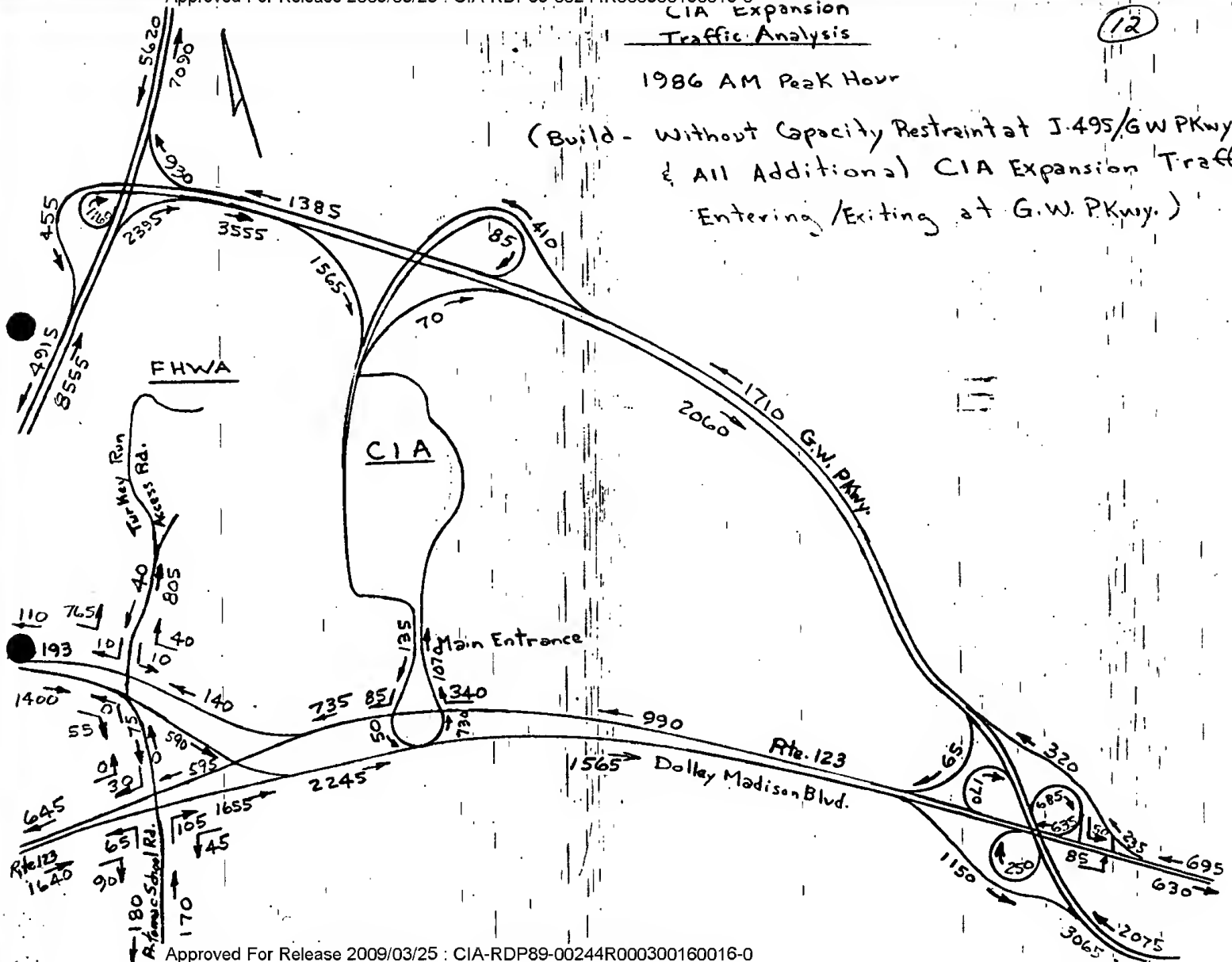


CIA Expansion
Traffic Analysis

(12)

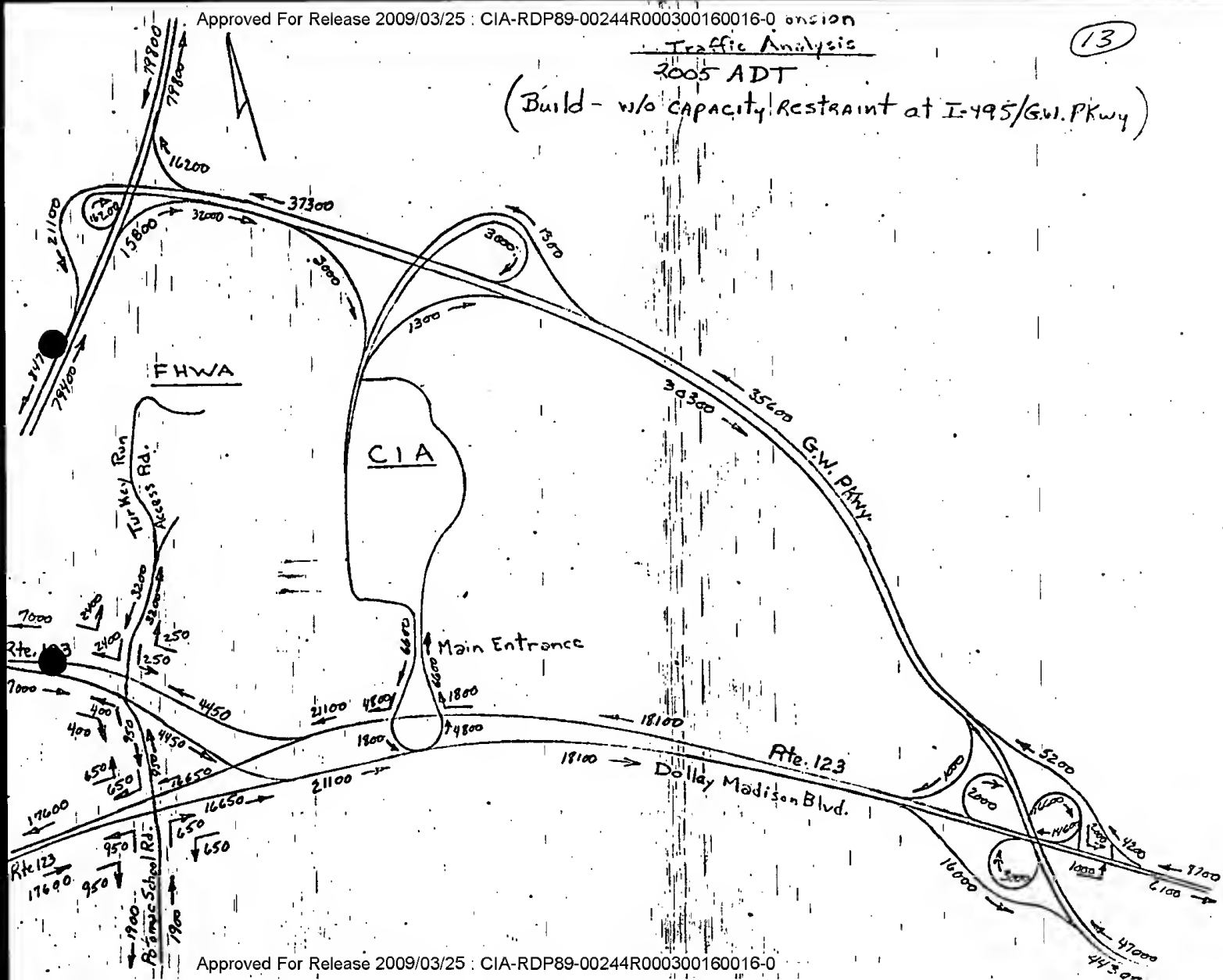
1986 AM Peak Hour

(Build - Without Capacity Restraint at I-495/G.W.Pkwy.
& All Additional CIA Expansion Traffic
Entering/Exiting at G.W.Pkwy.)



2005 ADT

(Build - w/o capacity/restraint at I-495/G.W. Pkwy)

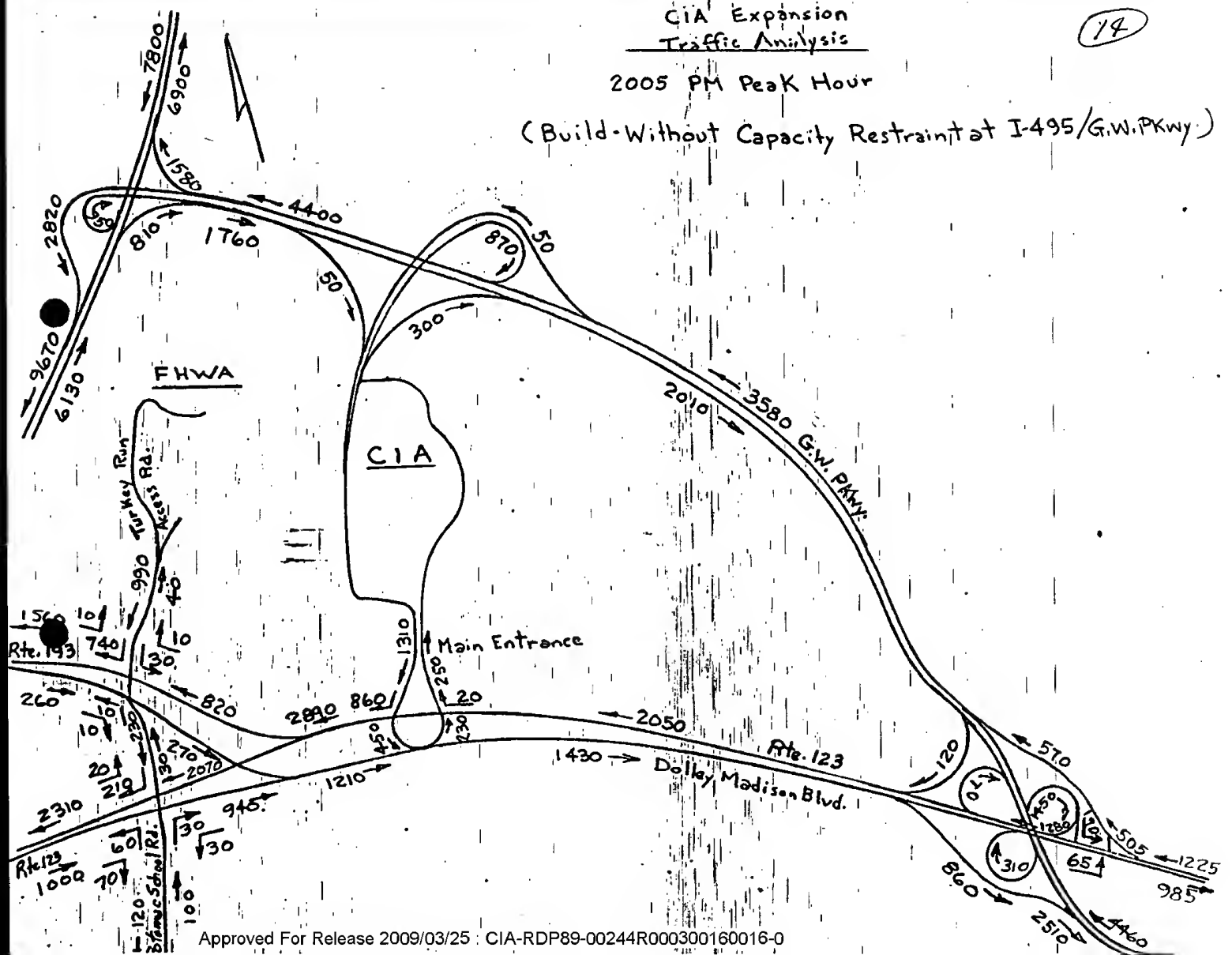


CIA Expansion
Traffic Analysis

2005 PM Peak Hour

(Build-Without Capacity Restraint at I-495/G.W.Pkwy.)

14



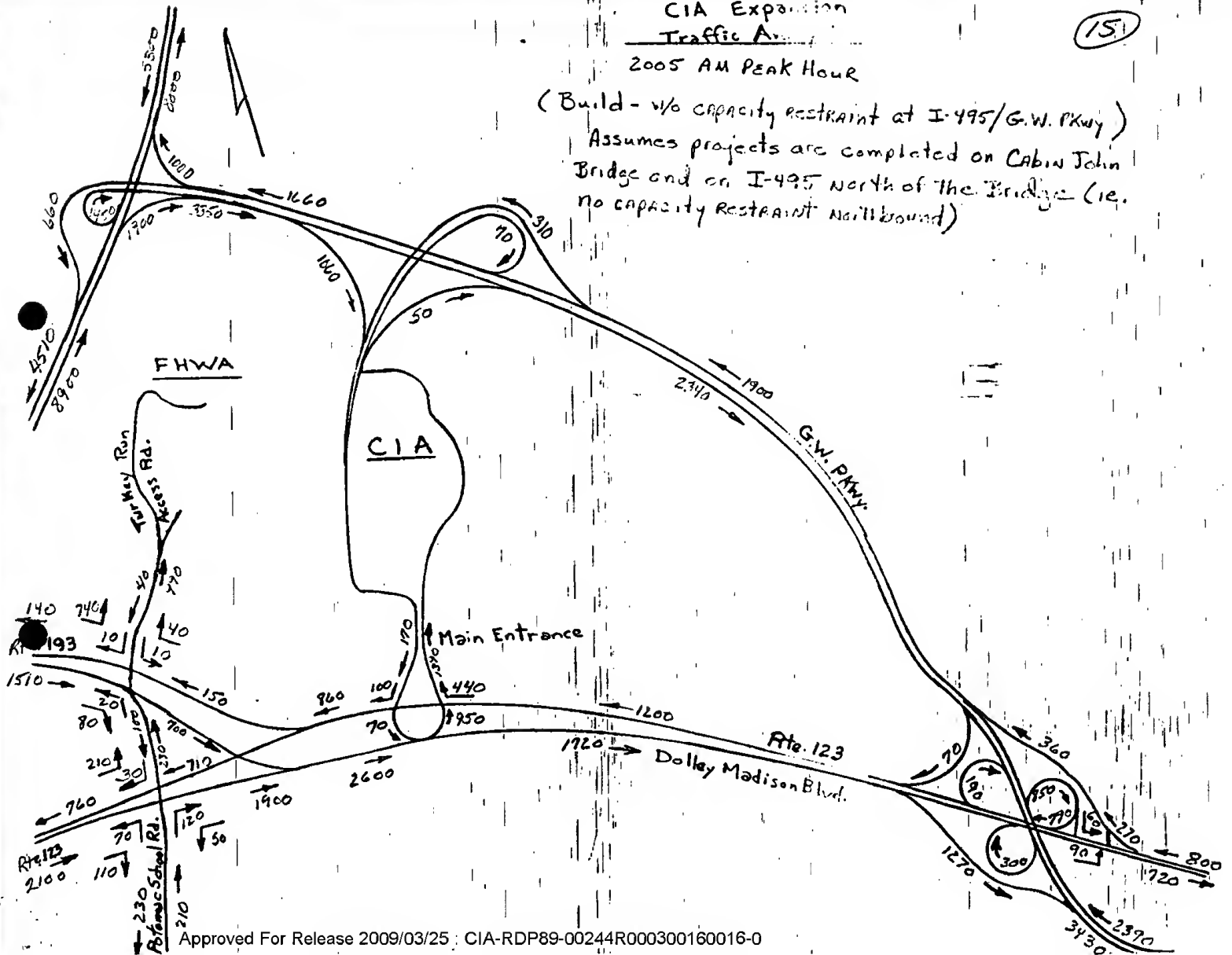
CIA Expansion

Traffic Analysis

2005 AM Peak Hour

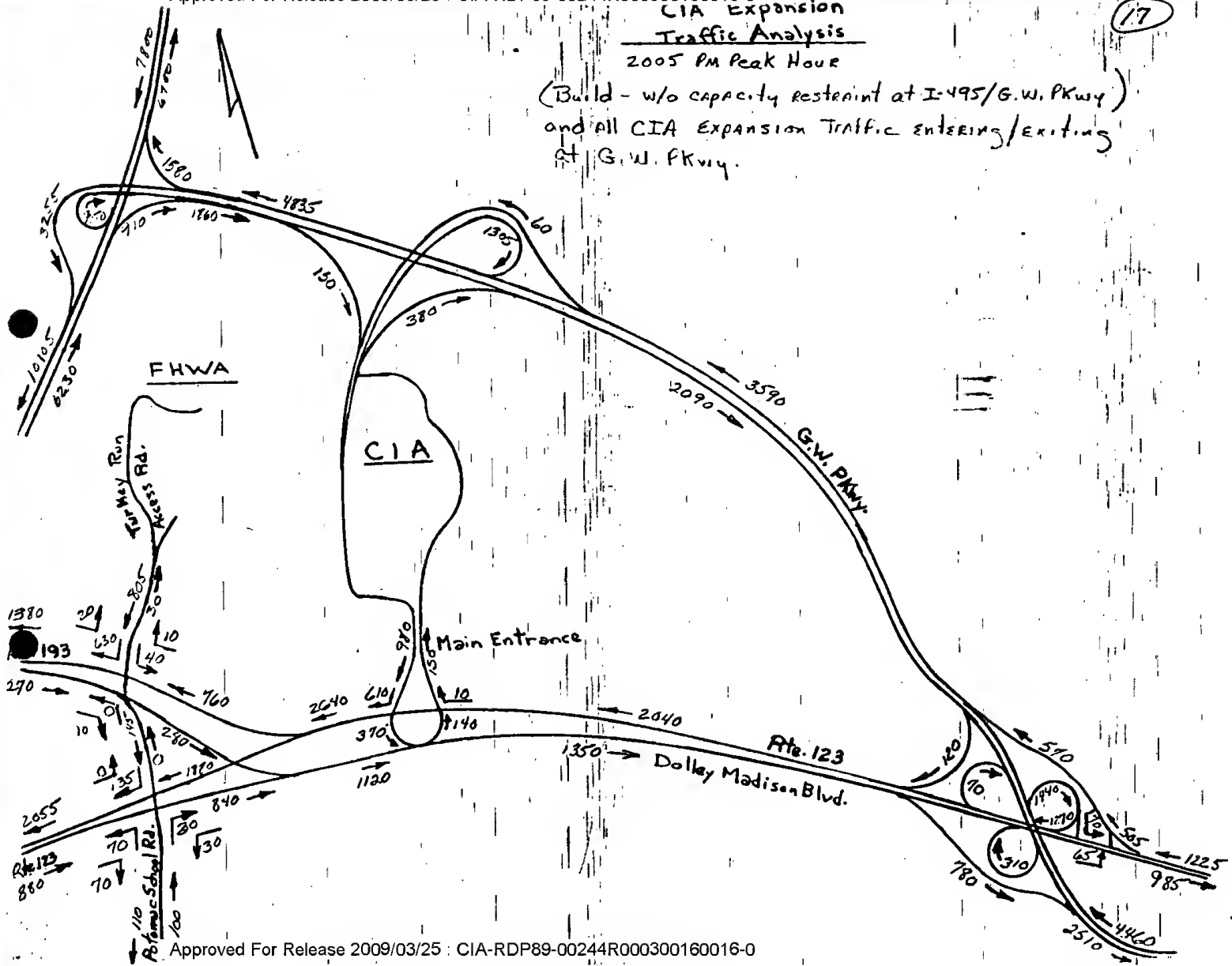
(15)

(Build - w/o capacity restraint at I-495/G.W. PKwy)
Assumes projects are completed on Cabin John Bridge and on I-495 North of the Bridge (i.e. no capacity restraint northbound)



(Build - w/o capacity restraint at I-495/G.W. Pkwy)
and all CIA Expansion Traffic entering/exiting
at G.W. Pkwy.

17

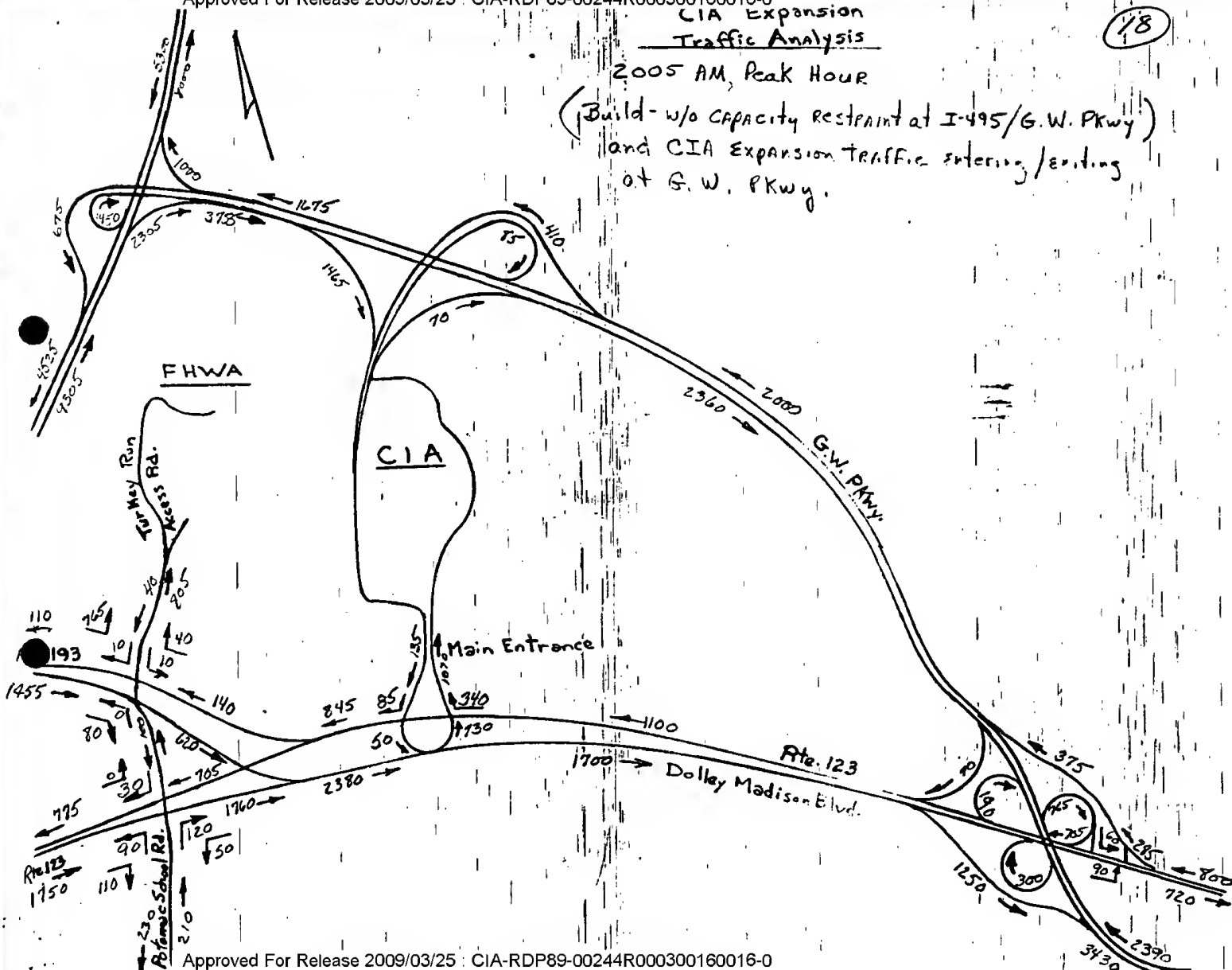


CIA Expansion
Traffic Analysis

(18)

2005 AM, Peak Hour

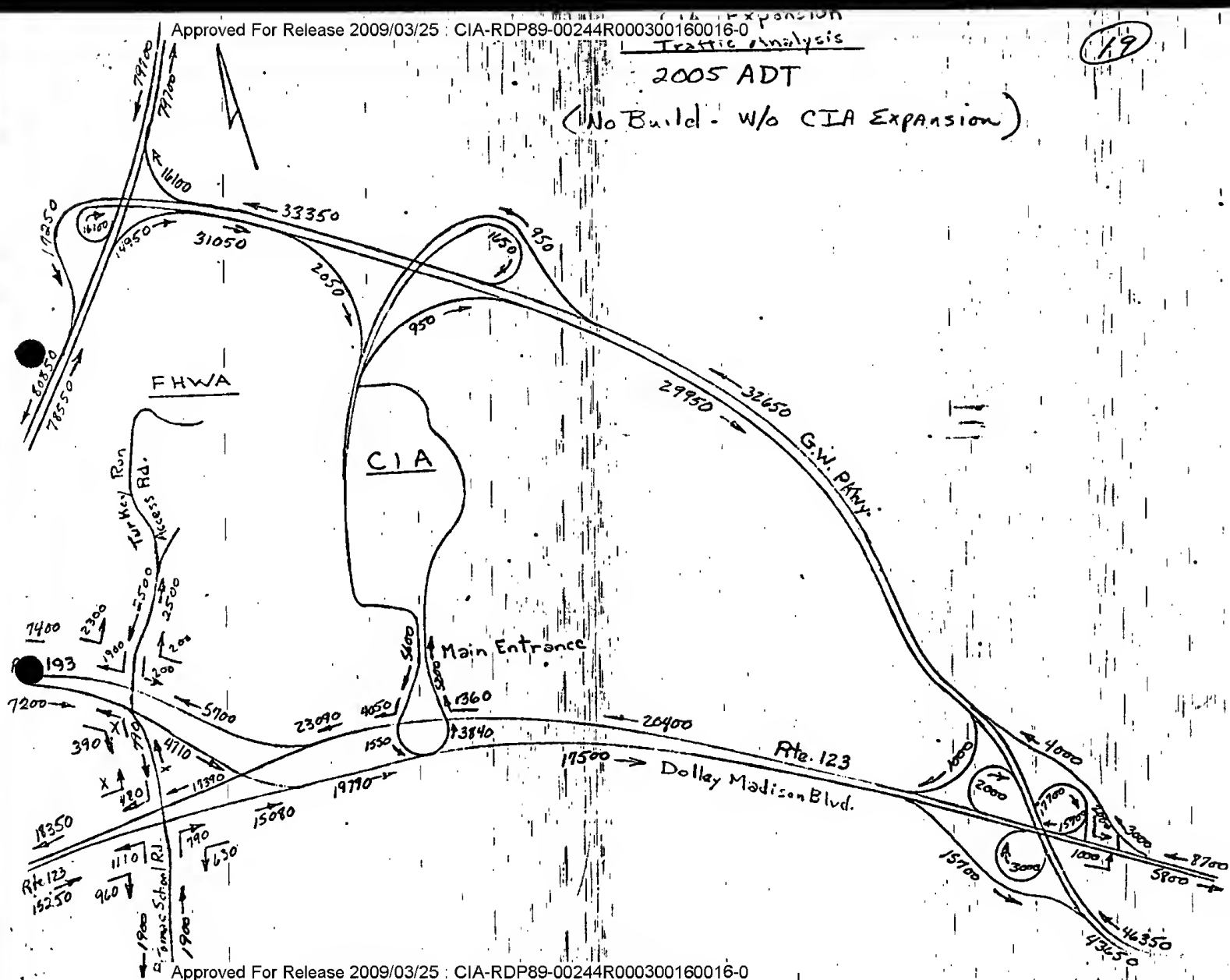
(Build - w/o capacity restraint at I-495/G.W. Pkwy)
and CIA Expansion Traffic entering/exiting
at G.W. Pkwy.



2005 ADT

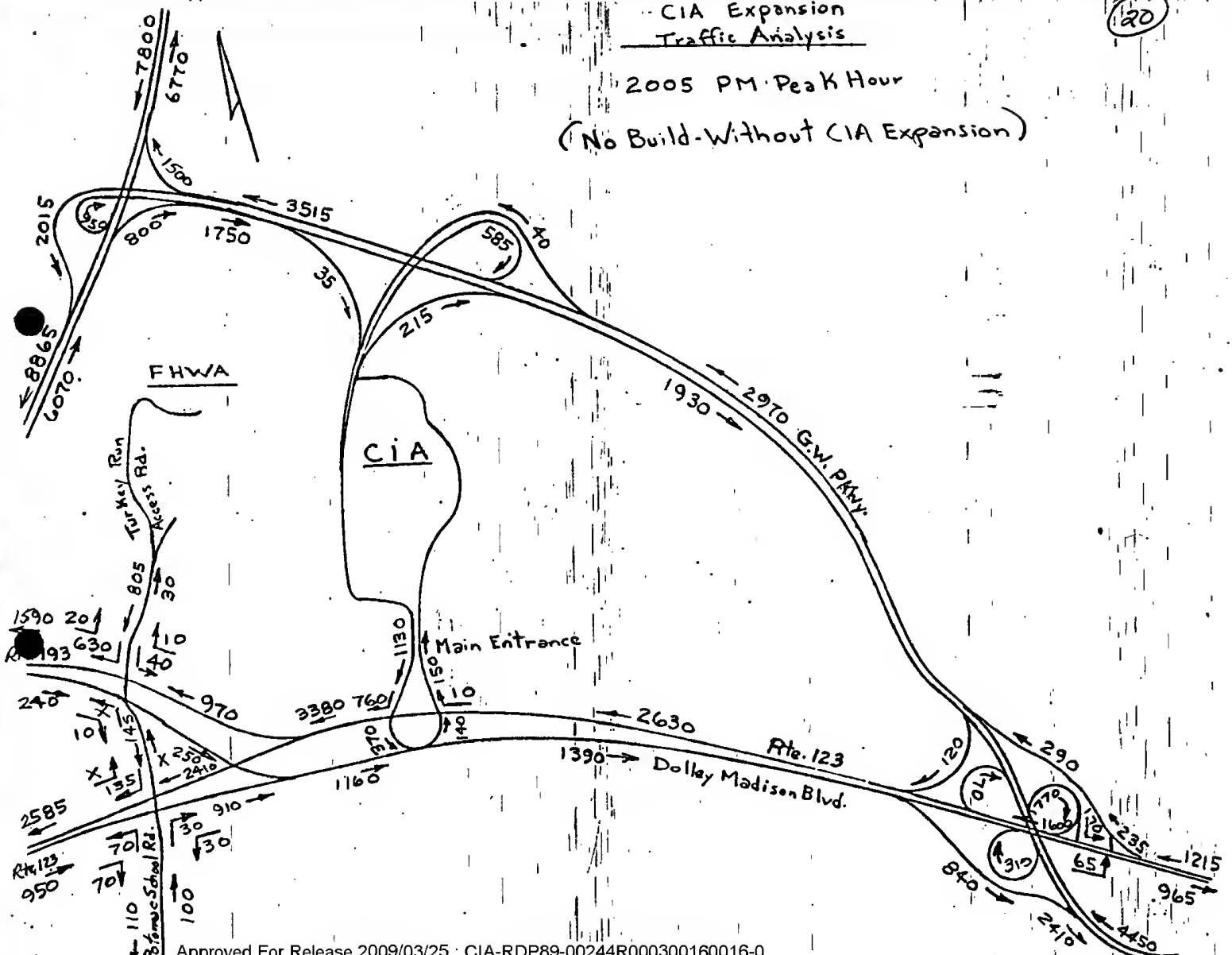
(No Build - w/o CIA Expansion)

19



(No Build-Without (IA Expansion))

20

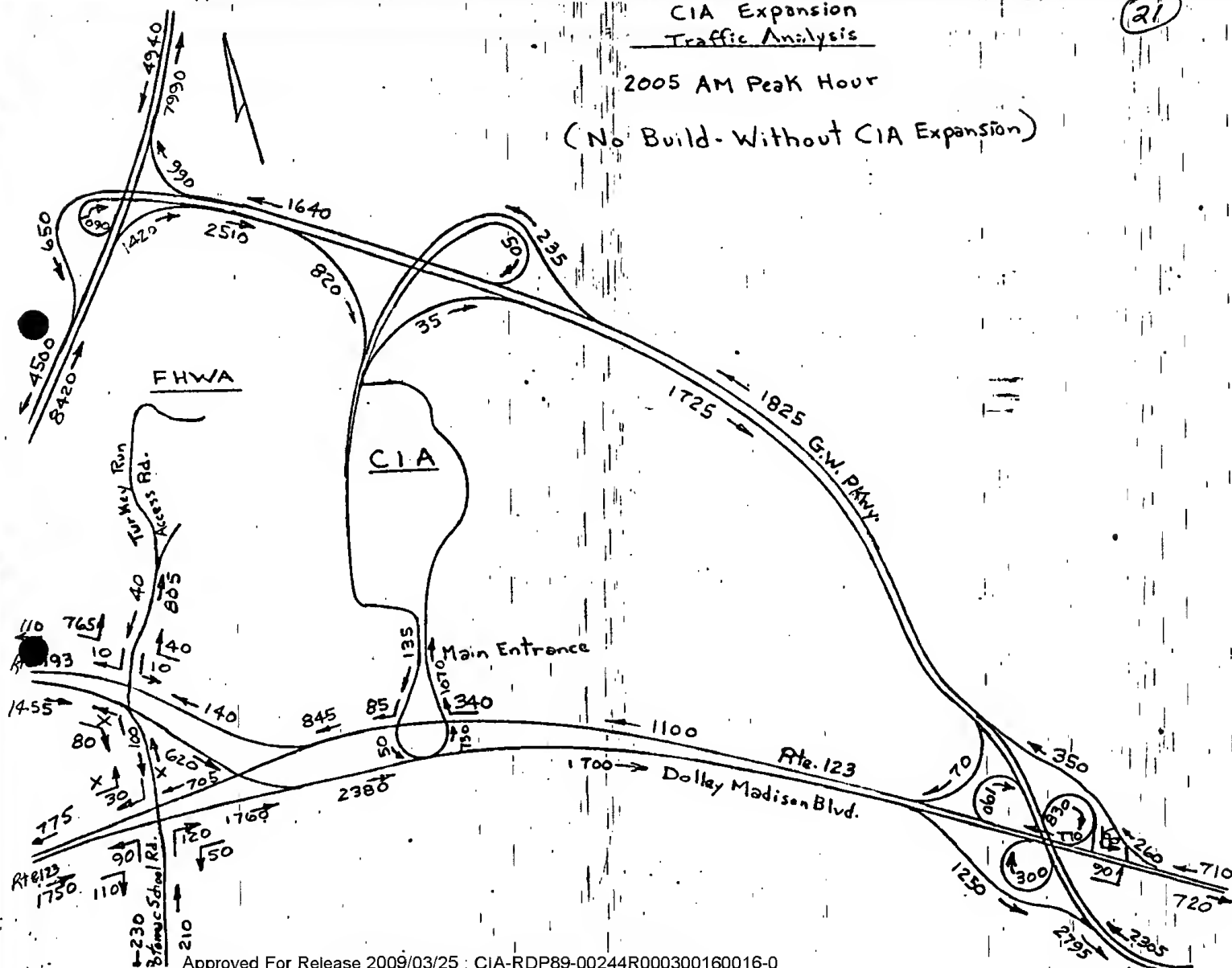


CIA Expansion
Traffic Analysis

(21)

2005 AM Peak Hour

(No Build - Without CIA Expansion)

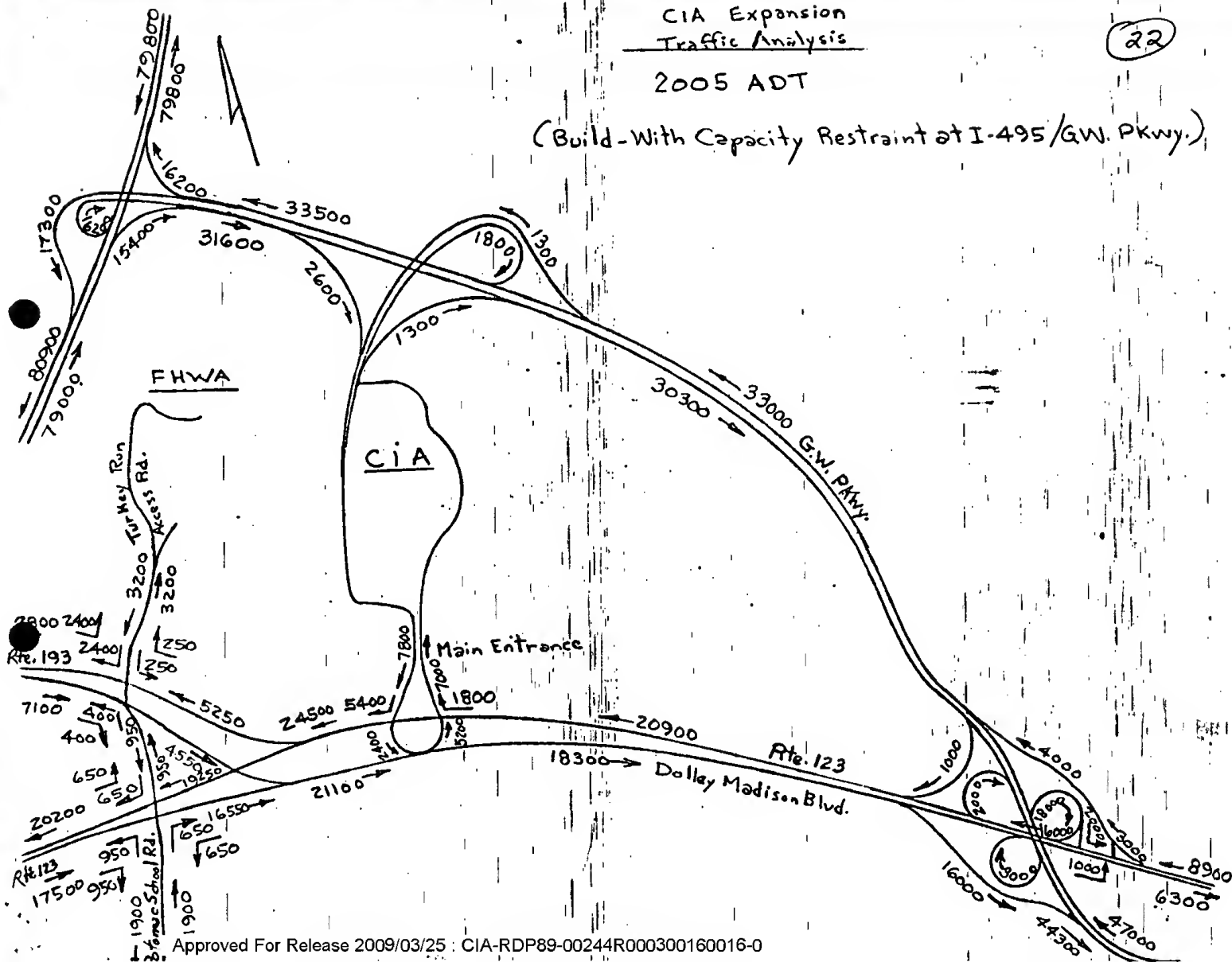


CIA Expansion
Traffic Analysis

2005 ADT

(Build-With Capacity Restraint at I-495/G.W. Pkwy.)

22



CIA Expansion
Traffic Analysis

2005 PM Peak Hour

(Build-With Capacity Restraint at I-495/G.W. Pkwy.)

